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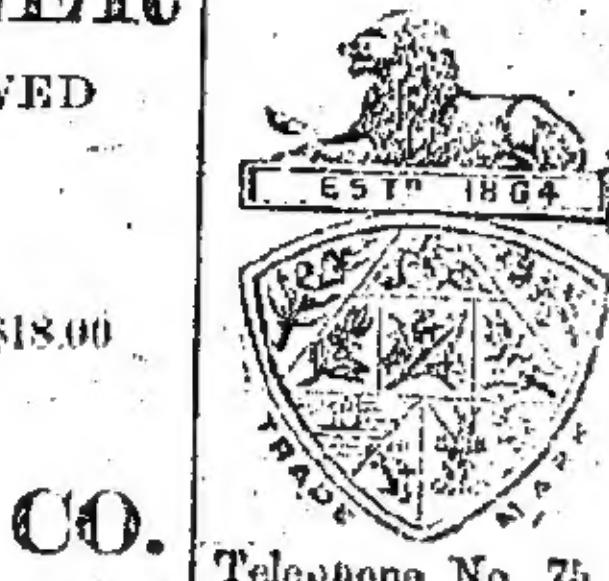
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MARRIAGES.

On the 17th January, at Bangkok, F. W. Cooson, of the Royal Siamese Naval Department, to Miss SALOMON, daughter of the late F. SALOMON, Royal Bangkok Police Department.

On the 27th January, at the Holy Trinity Cathedral, Shanghai, by the Rev. H. C. Hodges, M.A., James D. STRANG, son of JOHN T. STRANG, Glasgow, to LUCY, daughter of the late NICHOLAS CORRIER, Hexham, England.

DEATH.

In Bangkok, J. M. E. DE JESUS, for many years assistant to the East Asiatic Company, Ltd., aged 39 years.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD, LTD. LONDON OFFICE: 181, FLEET STREET, E.C.

HONGKONG, 3rd February, 1903.

In no part of China and its immediate neighbourhood can the question of the friendly relations of Britain and Germany be regarded with greater interest than in this Colony of Hongkong, where we have in our midst a large and influential German mercantile community living on the most amicable terms with the British residents. Anything, therefore, which concerns Anglo-German relations in the Far East must be regarded with special attention here. In the latest issue to hand of the London *Times* there is to be found a letter from that journal's Peking correspondent, the well-known Dr. G. E. MORRISON, in which he discusses these relations very explicitly. We do not for a moment imagine that what Dr. MORRISON says can be welcome reading for those who wish to see Britain and Germany working hand in hand in China to the advancement of their mutual interests; but, on the other hand, we do not see how any good end can be served by disregarding the arguments which Dr. MORRISON puts forward. He wrote about the time of the German Emperor's visit to England and before the evacuation of Shanghai, but this does not affect the facts which he mentions. Going back to February, 1898, he points out that Britain obtained from China a written undertaking that China would never mortgage, lease, or

cede any territory in the Yangtze region to any other Power. In March of the same year Germany signed an agreement with China defining German rights in Shantung and making them virtually exclusive. On the 1st July the Weihaiwei Convention was signed, and a few days after the present Premier made an unsolicited declaration that Britain would construct an inland railway from Weihaiwei. In May, 1899, an Anglo-German loan agreement—following on two other Anglo-German loans, in 1896 and 1898—was signed with China for the construction and management of a trunk line of railway to extend through our respective spheres of interest from Tientsin through Shantung to Chinkiang. "All three contracts," says the *Times* correspondent, "were negotiated by Mr. E. G. HILLIER, of the Hongkong and Shanghai Bank in Peking. No German could have hoped to carry these negotiations through successfully. The work was done by an Englishman with the prestige behind him of the powerful British Bank, without whose assistance it is safe to say no China loan could have then been floated in Europe. We obtained these advantages and we shared them with Germany. And we have had our reward," adds Dr. MORRISON. He goes on to mention Sir JAMES MACKAY's journey up the Yangtze last July to confer with the two great Viceroys with regard to the final draft of the treaty with China. He continues:—"Now it happens that Germany is represented in Shanghai by an aggressive official, Dr. KNAPPE, whose appointment to the chief centre of British interests in China was the reward of services rendered against England in Samoa. Dr. KNAPPE discovered to his own satisfaction that the mission of Sir JAMES MACKAY, though purporting to be connected with the new treaty, had for its real object the obtaining of the consent of the Yangtze Viceroy to England's conjoint operation with China of Chinkiang and the Kiang Yin-forts. It is not possible that he could have believed this story. He made no attempt to verify it, but communicated it to his Government as a fact. A day or two later the German *Chargé d'Affaires* in Paris, acting under orders from Berlin, officially informed M. DELCASSE, and on behalf of his Government suggested that, as the question of the evacuation of Shanghai would shortly arise, opportunity might then be taken to impose conditions upon China which would avert the threatened coup. Then happened the Cheng-chow massacre, which assisted the German intrigue, inasmuch as it could plausibly be argued that Britain would inevitably demand some concession in the Yangtze Valley, following Germany's example in Shantung. The outcome was the presentation of German and French notes—France was easily persuaded to co-operate in this matter—to the Wai Wu-pu in October last. Of these and of the results of the whole underhand dealing we have already heard. But we note that Dr. MORRISON says that when the German note was sent to the Wai Wu-pu it was accompanied by a minatory verbal message that the communication was to be kept secret from the British Legation. We must presume that he has certain information to this effect. At any rate we know that Prince CHING did actually lie in the most open manner to Sir ERNEST SATOW, just before writing to agree to the two notes. "Then," says the *Times* correspondent, "a curious thing happened. The German *Chargé d'Affaires*, presumably acting under the orders of his Foreign Office, communicated to his colleagues interested what purported to be the full contents of the note, but what, as a matter of fact, was only that portion of the note which said that, as the occupation of Shanghai was conjoint, in any subsequent occupation Germany would participate. He omitted the conditions which were the important portions of the note. At the same time, by a want of co-ordination in the members of the German foreign Legations, Count von ARCO-VALLEY communicated the full text to BARON KOMURA in Japan. The full text had been already communicated to Lord LANSBOWNE in London, so that within a few hours the deception was discovered." It may be admitted that Dr. MORRISON is not actuated by over friendly feelings toward Germany, but, on the other hand, there is no man who has shown himself better informed among Europeans with regard to the secret workings of diplomacy in China. He proffers the explanation that in Germany as in England there has been a change of policy. Both countries started out with an influence to the policy of spheres of influence. And both Powers have substituted for it a policy of the open door, but with this notable exception, that Germany changed her policy after she had secured her advantageous position in Shantung, while we abandoned our policy before we had secured any advantage whatsoever in the Yangtze

Valley. It is a fitting corollary to our policy (says Dr. MORRISON) that in an offensive German semi-official communiqué wired from Berlin on November 12, it announced that "England agrees not to try to obtain any privileges in the Yangtze Valley, with which Germany is fully satisfied." At this point, as far as is known, matters rest. Shanghai has been evacuated, but what are we to imagine that the Powers concerned in the secret intrigues of October last consider that they have gained? It is true that, after sending the notes to France and Germany, China sent supplementary despatches declaring that the assurance applied not only to the Yangtze Valley, but to the whole of China, Manchuria, and Mongolia. Manchuria, however, seems none the less lost to China in perpetuity. The best hope for Britain is that Sir ERNEST SATOW, who is trusted by British residents in China as no recent British Ministers at Peking have been trusted, will be able to show to the home Government, while he is in London, that the utterances of Dr. MORRISON and those who hold the same views are not inspired merely by fear of Germany or any other Power, but are prompted by genuine and well-informed concern for the interests of Great Britain.

The Russian cruiser *Admiraal* arrived yesterday from Pulo Sambang.

All the Chinese charged with conspiracy in connection with the recent rumoured plot to capture Canton and kill the officials were liberated at the Magistracy yesterday.

The visitors to the City Hall Library and Museum for the week ending 1st February were 183 non-Chinese and 16 Chinese to the former, and 158 non-Chinese and 2,110 Chinese to the latter institution.

Among the passengers by the *s.s. Peking*, which leaves to-day, is Mr. G. F. WITTON, the well-known Directory and Gazetteer publisher, who proceeds at far as Shanghai and thence to Port Arthur, with the object of crossing Siberia to London.

It is expected, according to the Japanese papers, that between 20,000 and 30,000 men will take part in the funeral procession of the late Lord High Abbot Count Otani, and the funeral expenses are estimated at over 500,000 yen.

Japanese papers state that M. Dubil, the French Minister at Peking, is trying to get a Frenchman appointed as adviser to the Chinese Imperial Post "in accordance with an agreement made some years ago."

The following story comes from Cawnpore:—A carpenter's wife gave birth to a girl having three teeth and a big cluster of hair above her forehead. Thousands of natives and Europeans have been to see the strange creature, and have given the poor parents sums of money aggregating about Rs. 500.

The *Peking and Tientsin Times* has a long leading article based on the assumption that the Bishop of Worcester has been appointed Archbishop of Canterbury. This honour has not yet fallen to the former Canon Gore—he is not of archiepiscopal age yet—though we hope to see him promoted some day. The new Archbishop is, of course, the Bishop of Winchester, Dr. RANDALL DAVIDSON.

A return of the number of cases of communicable diseases in the Colony during the week ended 31st January gives 2 of leprosy (both Chinese and both fatal), 1 of enteric fever (European), and 3 of smallpox (2 Chinese, both dead; 1 European). There was no plague. Yesterday the dead body of a Chinese was found in the vicinity of Ship Street.

The N.C. *Daily News* says that the statement in a contemporaneous (which we alluded to recently) that the demolition of the railway station at the Temple of Heaven, Peking, had been decreed, and that the rails were being removed, is quite incorrect; the only foundation for it is that some disused sidings in the grounds of the Temple of Agriculture, originally laid down for the rice traffic, were being removed under Mr. KINDE's direction.

Capt. J. LYONS, of the British steamer *Lerdo*, which arrived at Singapore from Amoy and Swatow on the 24th ult., reported that at 8.30 p.m. on the 19th, he found the steam-launch *Hermia M. de la Rame* broken down and in distress. Capt. J. CANNON, the master of the launch, had died on the 2nd January and was buried at sea, and the Chinese crew were short of provisions and water. The second officer and a boatswain and three sailors were put in charge of the launch and she was towed to Singapore, a distance of 728 miles.

A Seoul telegram, dated the 29th January, to the *Asahi* says:—"The Corean Government has again ordered officials not to accept the banknotes issued by the Daiichi Bank of Japan. The Government has also cancelled its order to stop the illegal levy of duty on the Japanese goods at the Rakutaku. The attitude of the Government is reported to be due to the return of Ye Young-Yik, who supports a pro-Russian and anti-Japanese policy. It is reported that the Russian supporters of the country are trying to induce the Government to send several students to Russia to complete their studies." A reference to this will be found in our *Mokpo* correspondent's letter in another column.

Russia has declared Tokyo a plague-infected port.

The Corean Court has obtained an advance payment of 150,000 yen from the American Mining Co. of USSR.

The opening of the Osaka Exhibition has been postponed to the 1st of April owing to the general election in Japan.

Following the lead of a well-known pillar of the *Asiatic*, which was sunk in the Bangkok river, has been raised and taken to the nearest bank, where she will discharge her stone ballast and then go into dock. The repairs to the other vessel in the collision, the *Pura Chom Kiao*, are nearing completion.

pany, the Bile Bean Manufacturing Co., are advertising their compound by means of music. They have, however, gone one better than the Beecham Co. by giving away special compositions and copyright compositions. We have received two marches entitled respectively "Edward VII Grand Coronation March" and "The Bile Bean March." Messrs. Watkins, Ltd., from whom copies of the marches may be obtained gratis, are the local agents for the Bile Bean firm.

We take the following from the *Daily Chronicle*:—How many people can explain the Chinese custom of "foot-binding"? Mr. Francis Nichols tells us in the *Atlantic Monthly* that it is the Chinese method of keeping women in their proper place. "How else can women be made to stay at home?" is the argument that counters the foreigner's remonstrance. No complaint of cruelty can shake the Chinaman's faith in this plan for restricting his womanhood to their domestic duties. Mr. Nichols says no reform is possible until the majority of parents are persuaded that their daughters are "capable of living in other spheres than home." Judging from his unfavorable account of missionary effort, the task of bringing about this radical change is not promising. But something might be done by telling Chinese ladies how graceful they would look on platforms, and by bringing a few of them over here to preside at meetings of the Playgoers' Club.

Few, probably, of the "owners" of the British fleet are aware that the cost of painting each ship amounts to no less than a thousand pounds. Before the Channel Squadron goes to sea again all the ships are to be painted French grey, the new regulation colour which has, after much experiment, been recently adopted for the Royal Navy. The ships of the Mediterranean Squadron are also to be painted the new colour by April 1 next. Hitherto our warships have had black hulls, white upper works and yellow funnels, with occasionally a red band on the water-line. The new colour is obtained by a mixture of 6lb. of white paint with 11oz. of black. A naval writer recently remarked that there is no such thing as a naval khaki, save it be like Joseph's coat of many colours. The military authorities have lately been painting our guns in alternate stripes of red, yellow, and blue, and the result is that they are less distinguishable than if they are painted all over with one colour. Perhaps we shall have to paint our battleships with the same three colours, though, from an artistic point of view, such a proceeding would be deplorable.

Mr. BOWEN has informed the representatives of the blockading powers that, in the event of the latter persisting in the rejection of his proposal, he will inform the other claimant powers that Venezuela was being forced to yield to a plan which would seriously affect their interests. Diplomatic quarters in London maintain that France and others are not likely to raise any difficulties, as it is expected that Venezuela will satisfy their claims from other sources outside the assigned 30 per cent. of the Customs.

NAVAL DISASTER.

During night operations in Corfu channel, H.M. cruiser *Pioneer* cut the destroyer *Orwell* in two, the fore part sinking. Two men were killed, and there are thirteen missing. The *Pioneer* towed the *Orwell* to Corfu stern first.

THE SUGAR CONVENTION.

Great Britain has communicated to Belgium her ratification of the Sugar Convention. The Belgian Parliament has also approved the convention.

MOROCCO.

The absence of news from Fez for several days is causing anxiety at Tangier. The last news received stated that the Sultan's army and the rebels were face to face.

CRICKET.

ROYAL MARINE MONTHLY SWEEPSTAKE—JANUARY, 1903.

The first of these competitions was shot for during January on the Kowloon Rifle Range. The following were the principal scores:—

CLASS A.	200 yds. yds. yds. Total
Bombr. Louillette, R.M.A.	34 29 33 96
H.M.S. Ocean	31 31 32 94
Capt. W. T. C. Jones, R.M.L.L.H.M.S. <i>Cressy</i>	31 33 27 91
Col. Sergt. Cross, R.M.L.L.H.M.S. <i>Tamar</i>	30 31 26 87
Sergt. Myers, R.M.L.L.H.M.S. <i>Edme</i>	32 22 81
Sergt. Cayres, R.M.L.L.H.M.S. <i>Tamar</i>	28 33 22 83
CLASS B.	28 entries.
Pte. Buckham, R.M.L.L.H.M.S. <i>Cressy</i>	30 30 27 87
Lce. Sergt. Caunt, R.M.A.	32 24 29 85
Bombr. Patmore, R.M.A.	30 26 24 80
Pte. Gaskins, R.M.L.L.H.M.S. <i>Glory</i>	32 entries.
Copies of rules for these sweepstakes can be obtained from Lieut. A. C. Butt, R.M.L.L.H.M.S. <i>Tamar</i> .	

LADIES' RIFLE ASSOCIATION.

There will be a general meeting of the Ladies' Rifle Association at 11.30 a.m. to-day at Government House, to fix the dates for the Prize Meeting and to arrange the conditions for the prizes.

SHIP IN DISTRESS.

The British *s.s. Glenogle* (Captain G. E. WARREN, R.N.R.), which arrived yesterday from Tacoma and ports with a cargo of flour consigned to Messrs. DODWELL & CO., reports that on 21st ult. in Lat. 34° 42' S. Long. 139° 43' she spoke the American ship *St. David*, distressed and flying signals of distress. At the request of the latter vessel the *Glenogle* towed her into Yokohama, which was successfully reached on the following day. The *St. David* was 140 days out from Manila for Tacoma and had met with typhoon weather. From Moji the *Glenogle* experienced strong northerly and easterly winds with high seas and dull, overcast, rainy weather

TELEGRAMS.

"DAILY PRESS" SERVICE.

EAR EASTERN AFFAIRS.

[FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 2nd February, 9.50 a.m.

JAPAN.

[FROM OUR CORRESPONDENT.]

Tokyo, 23rd January.
TOKYO STREET RAILWAY AND FOREIGN CAPITAL.

Sir Malcolm MacEacharn, of Messrs. McHerith, MacEacharn & Co. of London and Melbourne, has, acting on behalf of a British syndicate, almost concluded an arrangement with the electric street railway of Tokyo in virtue of which the British syndicate will supply the Japanese company with the capital it badly needs. This company was originally floated with a capital of 300,000 yen, but on account of a great extension in its scheme of operations a capital of six million yen became necessary; and, as this sum could not be raised in Japan despite the undeniably bright prospects of the railway, it became necessary to introduce foreign capital. Mr. Kondo, President of the Nippon Yusen Kaisha, interested himself very much in this matter during his recent trip to Europe and the result is that Sir Malcolm MacEacharn is here to-day negotiating. He has already drawn up the proposals which he wishes the Japanese company to sign, and though they may emerge in slightly modified form from the "discussion which is now carried on about them, I think I may briefly give them here. In the first place I should state that the London syndicate which Sir Malcolm represents is to be made into a company in accordance with the English law, that its shares are to be taken up by the shareholders of the Tokyo company, and that it will be under the same directorate and work with the same capital as the Tokyo company. One-quarter of the share capital is to be subscribed by Japanese, the other quarter by foreigners, while the remainder is to be raised by issuing debentures. These debentures will be floated by the London company, which is also to have the privilege of supplying the company with the material it wants. Important conditions are that the staff of directors and auditors shall consist of a equal number of Britishers and Japanese; and that the chief engineer on the works of construction is to be a Britisher and to remain in the employment of the company for two years after the conclusion of the work of construction.

It will be seen that the dual arrangement under which the two companies work together is a very ingenious one. The London company's shares are to be taken up by the shareholders of the Tokyo company and payment for these shares is to be made, not in cash, but with the shares of the latter company.

THE DIFFICULTY.

The one difficulty in Sir Malcolm MacEacharn's way is the suspicion with which the conservative section of the Japanese regard any association of their countrymen with foreigners for business purposes. On the 16th inst. for example, the *Hochi Shinbun* of Tokyo published an article on the negotiations above referred to, in the course of which it alluded to foreign possession of shares in Japanese enterprises as an event of the most ominous description, and tried to make out that Baron Sone, the Minister of Finance, was guilty of "an atrocious attempt to sell the country" because he favoured the negotiations. Baron Utsuji, the Minister of Home Affairs, Mr. Okada, the President of the Electric Tramway Company, and others also came in for some hard knocks. Even the *Toku Asahi*, which is fairly impartial in this matter, remarks that while in introducing foreign capital, it would be preferable to arrange matters so that it would be entirely in the control of Japanese, such a course is at present impossible. In short, the publication of Sir Malcolm MacEacharn's proposals have raised a storm in the vernacular Press which evidently wants foreign capital but not the foreign capitalist. Even so enlightened a man as Baron Iwasaki, the head of the Mita Bishi firm, objected to Sir Malcolm's proposals on the ground that he thought such undertakings as gas-works, water-works, tramways, &c., were of the nature of national undertakings and should be kept strictly in Japanese hands. The matter is now becoming a political question, for the Progressives have commenced to investigate it, and other parties are doing the same.

The principal fear of what I may call the conservative section of the Japanese is that the foreigners will acquire too much power in the capital of Japan; but they say that they are only afraid that wealthy foreign capitalists will, if they are allowed to have anything to do with the control of the electric railway, act in such a manner as will prejudice the interests of their poorer Japanese fellow-shareholders, as for instance by setting apart large sums for reserves and thus diminishing the rate of dividends. The very idea of such a thing happening, turns the blood of a Japanese shareholder cold, for he is accustomed to put hardly anything at all in his reserve account, with the result that the railways and other public works in which he is concerned suffer considerably. The Japanese of whom I speak are also afraid that, with unlimited capital to back them, the foreign shareholders may ultimately succeed in getting the whole control of the electric railway.

To do them justice, most Japanese see clearly, however, that there is no ground for these apprehensions in the present instance as even foreign shareholders will hardly be so disinterested as to propose setting apart a reserve fund more than the six per cent. of net profit required by the Home Office. And even if the whole control of the concern

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passed into the hands of foreign shareholders, there would be nothing to be frightened at, as the whole plant, etc., is to revert to the Municipality after the Anglo-Japanese Company has run the business for 50 years. In other words the corporation is to get *gratis* from foreign capitalists a valuable and profitable street traffic business.

I have judged it worth while to write at this length on the electric railway question, for the introduction of British capital to Japan is a very important matter; and besides, I think that the many Scottish readers of the *Hongkong Daily Press* will be interested in this important scheme in which a man with a name like Malcolm MacEacharn plays the leading part and in which, if all goes well, engineers with names quite as Scottish may have a good deal to do.

COREA.

[FROM OUR CORRESPONDENT.]

Mokpo, 17th January.

THE JAPANESE MINISTER REMONSTRATES.

The Japanese Minister at Seoul has sent a communication to the Korean Foreign Office with reference to three separate items:—(1) The excessive *lekin* dues levied at Mi-ying on the Muk-tong River, which are a serious obstacle to Japanese trade. (2) The difficulty in using the Daichi Ginko 5-yeo bills eviced by the Koreans on account of the Government's opposition to these bills. (3) The necessity of sending a Corean Minister to Tokyo to take up important post, at present in the hands of an Acting Minister only.

COREA'S POPULATION.

An investigation in the nature of a census at the end of 1902 showed that there are in Korea 2,405,178 houses with a population of 5,782,846—the latter an increase of 67,562 since the last enquiry.

IN IMPERIAL FINANCIAL.

It is said that there being no proper successor to the post of Finance Minister, His Majesty the Emperor will himself directly control the Department.

HONGKONG IN 1902.

The *London & China Express* of the 2nd January writes of us as follows:—

The Colony maintains its position as the central British interest in Far Eastern waters, and it is heartily to be desired that its sanitary record could be a little brighter. The arrival of a plague expert (whatever that may imply), a sanitary expert, and Japanese doctors do not seem to have driven away the visitation. The real source of the plague has been known for some time to be rats; and it seems strange that a war of extermination has not long ago brought their number to the smallest possible limit. Stranger still is it to find the assistant surgeons engaged on the spot in the investigation of suspicious deaths cut down in number. A new Sanitary Board with advisory power only is recommended by the experts; but their chief recommendations concern the housing, and therefore of necessity the sanitation of the population. The motto on the entrance to the Happy Valley Graveyard at Hongkong, "Hodie mihi, cras tibi," is illustrative of the uncertainty of life in the early days of the Colony; but if the authorities will only take for their text, "Sanitas, sanitas, omnia sanitas," the world will be more nearly in line with modern sentiment, and may yet show an excellent way out of plague troubles.

It is somewhat remarkable that the sanitary condition of the Colony seems to retard its business and social advance so little. The foundation block of the extension of the naval yard has been laid. An electric tram all round the island is spoken of in the near future. A scheme is afoot for the establishment of a school for the better education of European children, while the elasticity of the Empire is illustrated by a reported contract for the conveyance of troops to Hongkong via the Canadian Pacific line, and by the inauguration of the new Sikh and Hindu Temple. The new territory progresses favourably, due regard being paid to the necessity for sound administration and for the ability to issue valid titles to intending land purchasers. The spectacle of water famine in Hongkong seems almost impossible to conceive; but it occurred, and it reflects no credit on the authorities concerned. The establishment of new banks—the Guaranty Trust Company of New York, the Russo-Chinese Bank, and the International Banking Corporation—is a bold step, considering the banking interest, in which Hongkong takes pride; but competition seems inevitable in modern days, and a little blood-letting may do good to all.

THE GERMAN INVASION OF AFGHANISTAN.

The *Boorse Gazette* comments on the fact, which it says, has been rendered obvious by such a thing happening, turns the blood of a Japanese shareholder cold, for he is accustomed to put hardly anything at all in his reserve account, with the result that the railways and other public works in which he is concerned suffer considerably. The Japanese of whom I speak are also afraid that, with unlimited capital to back them, the foreign shareholders may ultimately succeed in getting the whole control of the electric railway.

To do them justice, most Japanese see clearly, however, that there is no ground for these apprehensions in the present instance as even foreign shareholders will hardly be so disinterested as to propose setting apart a reserve fund more than the six per cent. of net profit required by the Home Office. And even if the whole control of the concern

NORTHERN NOTES.

The following items are from the *P. & T. Times* of the 17th ult.—

Many poor were frozen to death during the extreme cold in Peking about ten days before.

News keeps dribbling in that Russia will completely evacuate Manchuria by the 1st of the 3rd Moon. It must be understood this evacuation will be on the lines so graphically laid down by Dr. Morrison.

Viceroy Yuan is reported to be sending the cap round among the Viceroys and Governors to raise funds for the rebuilding of the Peking gates. China has contributed Tls. 50,000.

One of the *P. & T.* issues recommends the Empress Dörager to cancel the order for the special examination next year, as so many useless men have been recommended for it, and the special object for it was to obtain good officials without loss of time. The Prince suggests that men be recommended by the universities instead, and their introducers be held strictly responsible for their efficiency.

Viceroy Yuan and Chang Chi-tung, says *L'Empereur*, are said to have jointly memorialised against the Minister of Education, Chang, for accepting pupils of Kang Yu-wei. He volunteered to give up the post, and invited them to take all responsibilities.

Two cases have recently occurred in Peking of a man dived body being packed in a trunk and left in some lonely place. This is, we believe, a new phase in Chinese crime, though sadly

The *Chih Pao* states that it is said in Peking

the Government intend to enrol 20 or 30 battalions of Manchurian troops, as they are much harder in service than the Chinese.

The Customs Tao-ti has notified all Consuls that foreigners holding land outside the foreign settlements must report the same to the Chinese authorities and have it duly surveyed and registered.

The Government, finding the resources of taxation becoming limited, is considering a proposal made by one official to tax secondary wives at the rate of Tls. 100 a piece. It seems hardly probable that even desperate straits will bring this to pass, however. What a pity it is that some official does not suggest the practical remedy of reducing Court expenses!

The Mahomedan anti-fouling Society started in the west of the city, are circulating their regulations and gaining adherents.

The Russians have applied to the Chinese to export salt to Vladivostock, and the Viceroy was instructed to arrange the matter. The local salt merchants are much excited over the order, which is the first ever received by China for salt.

The natives are not particularly grateful for the introduction of good cash here, as the exchange is only some 750 to the dollar and they find the purchasing power of the Mexican limited accordingly.

MUTINY ON AN EMIGRATION STEAMER.

The *Singapore Free Press* of the 23rd ult. writes:—

On the arrival of the *Tsintau*, a N.D.L. advisory power only, is recommended by the experts; but their chief recommendations concern the housing, and therefore of necessity the sanitation of the population. The motto on the entrance to the Happy Valley Graveyard at Hongkong, "Hodie mihi, cras tibi," is illustrative of the uncertainty of life in the early days of the Colony; but if the authorities will only take for their text, "Sanitas, sanitas, omnia sanitas," the world will be more nearly in line with modern sentiment, and may yet show an excellent way out of plague troubles.

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THE MARCONI SYSTEM IN A NUTSHELL.

The principle of this wireless telephony may be briefly stated thus:—The waves of electric currents passed through a wire set up vibrations in the ether which fill all space. These waves or vibrations are gathered up by wires at the receiving station, and delicate instruments record the pulsations with such accuracy that they reproduce the exact signs made by the sender. To facilitate the transmission of these waves through the atmosphere the sending and receiving wires have to be raised on high poles. Those at Cape Breton are 215 ft.

The latest endeavour is to so "tune" the sending and receiving instruments that it will be possible for several to use the same wire. One receiving instrument will only take messages sent by another instrument "tuned" to the same pitch, that is, sending vibrations of a given length and frequency. Other instruments will work at different "pitches" and three or four messages may be passing simultaneously.

The other day a man wanted to telegraph to a ship a thousand miles at sea, and was amazed to learn that, though the system could carry over the ocean, it could not pick up a ship a thousand miles out. The difficulty was that this particular steamer's gear was only suited to shorter distances, and could not take a message over so great a space. One steamer was spoken 150 miles away when equipped with receivers specially adapted for the purpose.

The system is now in use for land telegraphy in the Congo Free State, and at Honolulu communication is kept up with surrounding islands by Marconi telegraphy.

The managing director of the Marconi Company was asked how soon the public would be allowed the privilege of sending messages, at what speed the messages already transmitted were sent, and whether the service would be liable to interruption by thunderstorms or other electrical disturbances? To the first question Mr. Hall replied that the instruments would be busy for some time with official correspondence and complimentary messages, and it was not possible to fix a date for the public opening of the service. On the question of speed Mr. Hall declared that it was now only a matter of doubling, tripling, or quadrupling the instruments. With the old system a maximum of 25 words and an average of 15 words a minute had been secured. With the new magnetic detector the speed is about 35 words. The company is now making contracts, and large contracts too, "conditional on the successful demonstration of our ability to send and receive simultaneously different messages through differently tuned instruments connected with the same aerial wire." This is in effect a promise that the difficulty of "tuning" has been successfully overcome. It has been continually said that "tuning" is a failure, but the making of these contracts, as Mr. Hall pointed out, is a substantial answer to such allegations. As for the danger of atmospheric interruptions, Mr. Hall pointed out that the company will contract to send messages under any atmospheric conditions. It is possible for the Marconi system to work in a thunderstorm and in semi-tropical countries where other systems are completely interrupted. The company's next development will be another long distance service for public use, the contract for which is now being arranged with a foreign Government.

THE NOBEL PRIZE.

Alfred Nobel was the remarkable member of a remarkable family. His father, Emmanuel Nobel, was invited from his native Sweden to Russia to arrange the torpedo defences of Kronstadt in 1837, and started a big ship-building business under Government auspices. As that business did not prosper he returned to Sweden, leaving his son Ludwig to wind it up. Ludwig wound it up, but remained in Russia, and made a huge fortune by developing the Baku oil-wells. He invented the system of conveying the oil from place to place in tanks instead of barrels. We see a monument to his memory whenever oil is delivered at our doors. Alfred Nobel, his younger brother, devoted himself to the explosive industry. After his own laboratory had been blown up by nitro-glycerine, he made experiments, and discovered that if powdered charcoal was mixed with the nitro-glycerine it became comparatively safe to store and handle. The resulting compound was what we know as dynamite. Out of dynamite, and out of a smokeless gunpowder which he also invented, he made a fortune of £2,000,000, and on his death he left the greater part of it for the institution of the famous Nobel prizes.

THE NOBEL PRIZES.

The Nobel prizes are five in number, are awarded annually, and are of the value of £2,000 each. One of the prizes is for chemistry, one for physics, and one for medicine. There are also prizes for literature, and for services rendered to the cause of peace and international fraternity. The awards are to be made without distinction of nationality. Let it not be supposed, however, that anyone who thinks himself eligible is at liberty to send in his name as a competitor. The names of candidates must be submitted on their behalf to the Carolin Institute by such learned or literary societies as the Carolin Institute may apply to from year to year. In this way the task of the examiners is simplified as far as possible. They, nevertheless, are enjoined to take the best part of a twelve-month to read the works of the competitors, and weigh their claims. In order that it may be worth the while of the best men to give their best energies to the discovery of the most deserving candidate, each section has the magnificent endowment of £70,000 to cover its expenses. The whole organisation is under the supreme control of the King, who with his own hand, signed the by-laws governing the bequests.

One is pleased to see an Englishman winning a prize in such a competition. In 1901—when the first distribution was made—there was no English prize-winner; but in 1902 the award for medicine fell to Major Ross. The name, very likely, means nothing to many readers of this page. Major Ross is only an Army doctor; and it is not, as a rule, to Army doctors that we look for important medical discoveries—though it was, in fact, an Army doctor who invented, patented, and made a fortune out of chloroform. Major Ross' discovery, however, leaves Dr. Collis Brown and his chloroform far behind, and ranks as one of the greatest medical discoveries of the century. He is the man who solved the mystery of malaria, and not out how it is caused, how it is spread, and how, in all human probability, it may be expelled from all regions inhabited by white men.

Malaria, be it noted, is the curse of most tropical countries, and also of a good many countries that are not tropical. Even in Italy extensive areas are uninhabitable because of it. If you are out after sun-down in the Roman Campagna you catch it almost to a certainty. In certain parts of India, and on the West Coast of Africa, everybody gets it, and the first attack gives no immunity against a second. It comes again and again. The strongest constitutions are gradually undermined by it. It is a worse enemy than cholera, than dysentery, than even the dreaded "Yellow Jack." It effectively prevents colonisation in some of the most fertile quarters of the globe, and cripples the energy of the colonists in others. The man who can find a means of coping with malaria has conquered new worlds for civilisation. Until the other day nothing was known about malaria except that quinine cured it. Some attributed it to the drinking of contaminated water, others to the evil odour of decaying vegetation, others to the exhalations of newly upturned soil. Then people began to wonder whether mosquito bites had not perhaps something to do with the disease. But Major Ross was not satisfied with wondering vaguely. He went to Calcutta to investigate. He not only observed the cases, but he dissected the mosquitoes. His laboratory experiments established two things: First, that the mosquito bite was at any rate

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FEW DOORS EAST OF HONGKONG HOTEL.

Hongkong, 15th November, 1902.

[39]

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NEW ADVERTISEMENTS

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "GLENNOGLE," FROM TACOMA, VICTORIA, YOKOHAMA, KOREA AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO. LTD., Agents.

Hongkong, 2nd February, 1903.

OCEAN STEAMSHIP COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"DIOMED" are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godown of the Hongkong and Kowloon Wharf and Godown Co., Ltd. in both cases it will be subject to rent. All damaged Goods must be left in the Godown, where they will be examined at 11 A.M. on the 9th instant.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 2nd February, 1903.

NOTICE

AN EXTRAORDINARY GENERAL MEETING of the MEMBERS of the CLUB will be held in the CLUB HOUSE THIS DAY (TUESDAY), the 3rd FEBRUARY, 1903, at 5 p.m. for the purpose set forth in the Notice posted in the Hall of the Club.

By Order, C. H. GRACE, Secretary.

Hongkong, 2nd February, 1903.

NOTICE TO MEMBERS.

ONE DAY'S RACE MEETING will be held early in APRIL next, provided sufficient entries are received.

Particulars and Conditions as to Programme will appear later.

By Order, A. S. ANTON, Acting Clerk of the Course.

Hongkong, 24th January, 1903.

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TO CONTRACTORS.

THE TANJONG PAGAR DOCK COMPANY, LIMITED, SINGAPORE.

THE HONGKONG ROPE MANUFACTURING COMPANY, LIMITED.

THE NINETEENTH ORDINARY ANNUAL MEETING of SHAREHOLDERS in the Company will be held in the COMPANY'S OFFICES, No. 14, Des Vaux Road, Victoria, on 7th FEBRUARY, 1903, at 11 A.M. for the purpose of receiving Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1902, declaring a Dividend, and electing Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to the 7th FEBRUARY, both days inclusive.

By Order of the Directors,

W. G. NIVEN, Secretary.

The Tanjong Pagar Dock Company, Limited.

Singapore, 21st November, 1902.

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.

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Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

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THE Steamship

"CAPRI"

Captain Belsito, will be despatched as above on FRIDAY, the 13th inst., at NOON.

At Bombay the Steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 3rd February, 1903.

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SIEMSEN & CO.
Hongkong, 14th February, 1901. [8]

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REUTER, BRÖCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1901. [113]

GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF DRESDEN.

THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN and
CHINESE RISKS.

HOTZ, S. JACOB & CO.
Hongkong, 1st September, 1902. [2327]

THE L. P. & CO. FIRE OFFICE

The Undersigned are now prepared to
GRANT POLICIES of INSURANCE
against FIRE at Current Rates.

DOUGLAS LAPRAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1901. [2328]

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.

Cash Security 26,257.19
Total Losses Paid 26,769.249

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AGENTS for the above Company, are
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WM. MEYERINK & CO.
Hongkong, 22nd July, 1902. [142]

SUN INSURANCE OFFICE, LONDON

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at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [26]

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG

The Undersigned AGENTS of the above
Company are prepared to ACCEPT FIRE-
CLASS Foreign and Chinese Risks at Current
Rates.

SIEMSEN & CO.
Hongkong, 29th May, 1895. [27]

"L'URBAINE"
FIRE INSURANCE COMPANY, LTD.
(Established 1838.)

THE Undersigned, having been appointed
GENERAL AGENTS for the above Company,
are prepared to ACCEPT RISKS at Current
Rates.

P. LEMAIRE & CO.
Hongkong, 7th February, 1901. [73]

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at Current Rates.

SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [25]

NORTHERN ASSURANCE CO.
ESTABLISHED 1826.

THE Undersigned Agents of above Company
are prepared to accept FIRE-class Foreign
and Chinese RISKS against FIRE at Current
Rates.

TURNER & CO.
Hongkong, 14th January, 1903. [246]

SALAMANDER FIRE INSURANCE
COMPANY.

THE Undersigned, having been appointed
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prepared to ACCEPT RISKS against FIRE
at Current Rates.

HOTZ, JACOB & CO.
Hongkong, 2nd April, 1900. [29]

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TILE INSURANCE COMPANY

TOTAL FUNDS AT 31ST DECEMBER, 1901.
£15,722,693.

I. AUTHORIZED CAPITAL £3,000,000 0 0
SUBSCRIBED CAPITAL 2,750,000 0 0
PAID-UP CAPITAL 687,500 0 0
II. FIRE FUNDS 2,625,518 5 2

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at Current Rates.

SHREWTON, TOMEY & CO.,
Agents.
Hongkong, 1st July, 1902. [176]

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LOWEST RATES.

SIEMSEN & CO.
Hongkong, 14th February, 1901. [8]

FOR EUROPE and AMERICA,
INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENTS AT THE OUTPORTS.

A COMPREHENSIVE AND COMPLETE RECORD
OF THE
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY PRESS,
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"THE CHINA OVERLAND TRADE REPORT."

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MADAME HUMBERT AND THE
PHANTOM MIELIENS.

There is nothing in the birth of this woman
to explain her tremendous success. She is the
child of poverty-stricken and not very reputable
peasants; she is not a Princess. Badzwill
standing almost on the steps of a throne, and
with the noble blood of Russia and Germany in
her veins. She is not even a Da la Motte, the
heroine of the necklace scandal which helped
poor Marie Antoinette on to the guillotine; for
Da la Motte, though poverty-stricken, was a
daughter of kings; had received the education
of a convent; was a gouty woman, though a
fallen one. Therese Daurignac had been
brought up as a peasant, and she remains a
peasant. She has never succeeded in speaking
grammatically, and she has the dreadful
pronunciation and accent of the Gascon peasant.
HER DEFECTS OF SPEECH.

She has only to open her mouth, and you
know that she is common in origin, common in
manners in everything. She herself is so
conscious of this, that now and then she laughs
a little grimly, perhaps—but she laughs at
her own defects. Once she asked a celebrated
actress to teach her how to recite a certain
poem, romantic and melodious; and when the
tall-tale smile of the actress pointed to the
curious contrast there would be between the
refinement of the words and the horror and
cruelty of her accent, she excused herself
somewhat awkwardly by the statement that she
only desired to attempt this task because she
wanted to do something to please the husband
she adored.

HER PHYSICAL DEFECTS.
She has always had other physical and mental
peculiarities which have helped to increase the
sense of her ungracious and commonness.
Through some chattering of her tongue; she had a
lip which disabled her from pronouncing
properly a number of words, and the expression
of her face could be made to look as dull and vacuous that it was impossible
to suppose her anything but a simple,
credulous peasant—the fore-doomed victim
of every joke and of every scoundrel. All
peasants are supposed by the Parisians to be
more or less stupid; but no peasant was ever so
stupid as Therese Daurignac looked. Yet some
of these physical and other disadvantages were
among the most potent of her weapons in her
great armory of deceit and fraud. A lip
accompanied us it was in her case by something
of a stutter, it was always useful to the rogue; the
lip, especially in a woman's mouth, increases
the sense of her simplicity; and the stutter
gives them always useful to the male or female
villain—it gives them time to find the words by
which they conceal their thoughts or explain
their contradictions.

HER FEATURES.
The forehead is high and smooth; the hair
is brushed back from it, so that it is all dis-
played; the complexion is pallid; the eyes,
though they are black, do not seem to have
been struck anywhere by their brilliancy; in fact,
commonness and commonplace, these are
the dominant notes of everything about the
woman. Sufficiently slender in her youth, she
developed in middle age the stoutness which is
the Nemesis of the middle age of so many
Frenchwomen. And this obesity helped
further to accentuate the commonness of her
appearance. She looked either like the typical
cock or the typical small shopkeeper, who sits
and pants behind the cashier's desk in so many
French shops; one French writer, who knew
her well, says that when you looked at her
ample waist, you were rather surprised not to
see there the bunch of keys which is the
symbol of the bourgeois housekeeper. Others
who knew the woman for years never paid much
attention to her; she seemed simply a vulgar
nubility, dressed-up peasant, one of the common
and senseless rich whose good fortune seems an
offense.

HER CONVERSATION.
A woman can be illiterate and have a vile
accent, and yet display the strength of her
intelligence in her conversation. It was not so with
Therese Daurignac. Her conversation, like her
person, was common and, perhaps, commonplace;
it was volatile, turbid, incoherent; it revealed
nothing of idea and of character: the fish-hag
lived by her at the surface; and when the
occasion required the fish-hag burst forth, and
there gushed out a torrent of defiant, vituperative
which shocked, horrified, and often frightened.
It was then, perhaps, that keen observers
had some suspicion of all the boundless force
that underlay all this commonness and
commonplace.

A GREAT TEMPERAMENT.
Essentially Therese Daurignac was a great
temperament; that is the key to the whole
mystery. How can I define what is meant by
temperament, especially in a woman? I can no
more explain it and its effect in the case of
Madame Humbert than in the case of
Napoleon. When he, at twenty-six, was
appointed Commander-in-Chief of the Army
in Italy, he was able to cow by one look of his
terrible eye all the Generals, old and young,
whose disappointed ambition and burning
and correling envy would have been as merciful to
him as though he were a lamb and they a cage
of tigers. These are mysteries in the abysses
of one nature, like the secrets of love between
man and woman, which lie too deep for full
explanation. Suffice it to say, that Madame
Humbert was essentially, as I have said, a great
temperament. She commanded and controlled
everybody with whom she was ever brought
into close contact.

IN HER FAMILY.
Her husband was miles above her in station,
in education, in manners; he was in short, a
gentleman, and she but a common peasant; but
he was as shy in her hands, and whenever he
attempted to interfere, she contemptuously told
him to go and mind his fishing. She was the
woman of business; he was the dreamer and the
weakling, who wore breeches when he ought
to have been in petticoats. Similarly with the
other members of her family. One of her
sisters played a part for her with as much
dread as though she were a doll pulled by
wires; one of her brothers went on her errands
as though he were a servant

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorages of any vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *a*, nearest Hongkong *b*, midway between Hongkong and Kowloon *c*, and those vessels berthed at the Kowloon Wharf *d*, together with the number denoting the section.

1. From Green Island to the Harbour Master's.
2. From Harbour Master's to Blake Pier.

SECTIONS.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP, VIA SINGAPORE, &c.	Brit. str.		R. A. Peters	P. & O. S. N. CO.	To-day, at 4 P.M.
LONDON & VIA MARSEILLES	Brit. str.		C. D. Bennett, R.N.R.	BUTTERFIELD & SWIRE	On 10th inst.
LON. &c. VIA PORTS OF CALL	Brit. str.			P. & O. S. N. CO.	On 14th inst. at Noon.
LONDON	Brit. str.			BUTTERFIELD & SWIRE	On 17th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	Brit. str.			P. & O. S. N. CO.	On 18th inst. at Noon.
LONDON	Brit. str.			BUTTERFIELD & SWIRE	On 3rd March.
LONDON	Brit. str.			BUTTERFIELD & SWIRE	On 17th March.
LONDON	Brit. str.			BUTTERFIELD & SWIRE	On 31st March.
LIVERPOOL	Brit. str.			BUTTERFIELD & SWIRE	On 21st inst.
LIVERPOOL	Brit. str.			NIPPON YUSEN KAISHA	On 29th March.
MARSEILLES, LONDON & ANTWERP V. STORE, &c.	Brit. str.			MESSAGERIES MARITIMES	On 7th inst. at Daylight.
MARSEILLES, LONDON & ANTWERP V. STORE, &c.	Brit. str.			NIPPON YUSEN KAISHA	On 9th inst. at 1 P.M.
MARSEILLES & ANTWERP	Brit. str.			BUTTERFIELD & SWIRE	On 21st inst. at Daylight.
BREMEN, VIA PORTS OF CALL	Brit. str.			MELCHERS & CO.	On 28th inst.
HAVRE & HAMBURG	Gor. str.			HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
HAVRE & HAMBURG	Gor. str.			HAMBURG-AMERIKA LINIE	On 5th inst.
HAVRE & HAMBURG	Gor. str.			HAMBURG-AMERIKA LINIE	On 10th inst.
HAVRE & HAMBURG	Gor. str.			HAMBURG-AMERIKA LINIE	On 26th inst.
HAVRE & HAMBURG	Gor. str.			HAMBURG-AMERIKA LINIE	On 10th March.
HAVRE & HAMBURG	Gor. str.			HAMBURG-AMERIKA LINIE	On 24th March.
HAVRE & HAMBURG	Gor. str.			HAMBURG-AMERIKA LINIE	On 7th April.
HAVRE & HAMBURG	Gor. str.			HAMBURG-AMERIKA LINIE	On 21st April.
HAVRE & HAMBURG	Gor. str.			SANDER, WIELER & CO.	On 14th inst. P.M.
TRISTE, &c. VIA SINGAPORE, &c.	Aust. str.			DODWELL & CO. LTD.	About 4th inst.
NEW YORK, VIA PORTS & SUEZ CANAL	Brit. str.			JARDINE, MATTHESON & CO.	On or about 10th inst.
NEW YORK VIA SUEZ CANAL	Brit. str.			SHewan, TOME & CO.	On or about 4th inst.
VANCOUVER, VIA SHANGHAI, &c.	Brit. str.			CANADIAN PACIFIC R. CO.	On 11th inst. at Noon.
VANCOUVER, VIA SHANGHAI, &c.	Brit. str.			CANADIAN PACIFIC R. CO.	On 25th inst.
AUSTRALIAN PORTS	Brit. str.			GIBB, LIVINGSTON & CO.	On 5th inst. at Noon.
AUSTRALIAN PORTS	Brit. str.			BUTTERFIELD & SWIRE	On 16th inst.
YOKOHAMA, VIA SHANGHAI, NAGASAKI, &c.	Brit. str.			NIPPON YUSEN KAISHA	On 27th inst. at 4 P.M.
MOJI, KOBE & YOKOHAMA	Brit. str.			P. & O. S. N. CO.	On or about 22nd inst.
KOBE & YOKOHAMA	Brit. str.			NIPPON YUSEN KAISHA	On 24th inst. at Noon.
KOBE & YOKOHAMA	Brit. str.			BUTTERFIELD & SWIRE	On 11th inst.
NAGASAKI, KOBE & YOKOHAMA	Brit. str.			NIPPON YUSEN KAISHA	On 14th inst. at Daylight.
SHANGHAI, MOJI & KOBE	Brit. str.			NIPPON YUSEN KAISHA	On 27th inst. at Daylight.
SHANGHAI, NAGASAKI, HOKKO & YOKOHAMA	Brit. str.			BUTTERFIELD & SWIRE	On 27th inst. at Noon.
SHANGHAI	Brit. str.			W. W. COOKE, E.N.R.	To-day.
PREUSSEN	Brit. str.			MELCHERS & CO.	On or about 6th inst.
BENGAL	Brit. str.			P. & O. S. N. CO.	On or about 9th inst.
DAIGI MARU	Jan. str.			MESSENGERIES MARITIMES	Quick despatch.
MAIDZURO MARU	Jap. str.			A. L. VALENTINI	On 15th inst.
HAI CHING	Brit. str.			T. W. GROVES	To-morrow.
KAI ONG	Brit. str.			T. SAITO	To-day, at 10 A.M.
LOONGSANG	Brit. str.			HODGKINS	On 17th inst.
ROHILLA MARU	Jan. str.			WEIGALL	To-day, at 4 P.M.
DIAMANTE	Brit. str.			E. P. BISHOP	To-day, at Noon.
I. DE LA RAMA	Amer. str.			A. H. NODEY	To-day, at Noon.
KWIRIANG	Brit. str.			F. SACH	On 5th inst. at 4 P.M.
ZAFIRO	Brit. str.			R. RODGERS	On 6th inst.
STOKRANG	Brit. str.			BUTTERFIELD & SWIRE	On 12th inst.
TSINAN	Brit. str.			BUTTERFIELD & SWIRE	On 16th inst.
LIGHTNING	Brit. str.			D. DAVID SASSON & CO., LTD.	On 7th inst. at Noon.
CAPRI	Ital. str.			CARLOWITZ & CO.	On 13th inst. at Noon.
KAGOSHIMA MARU	Jap. str.			NIPPON YUSEN KAISHA	On 24th inst. at Noon.

SHIPPING.

ARRIVALS.

FEB. 1. LOISSES, NORW. str. 757. H. Meyer, Wahn & Chinkung 28th Jan. Rice—MEDCHAMS & CO.

FEB. 1. QUANGNAM, French str. 97. Martin, Saigon 27th Jan. Rice—BRADLEY & CO.

FEB. 1. I. DE LA RAMA, Amer. str. 630. F. Such, Manila 29th Jan. General—CIDEZ.

FEB. 2. ANAMBA, Danish str. 1,168. S. B. Cortes de Saigon 22nd January, Rice—CHINESE.

FEB. 2. ASKOLD, Russian cruiser, 8,500. Reitzschel, Pulo Sembrang 15th January.

FEB. 2. DODWELL, British str. 3,005. Thompson, Liverpool 18th Dec. General—BUTTERFIELD & SWIRE.

FEB. 2. EMMA JAYNE, German steamer, 1,110. Martens, Saigon 28th Jan. Rice—EAST ASIAN TRADING CO.

FEB. 2. GLENOC, E. British str. 2,359. G. E. Warner, E.N.C. Tacoma via Moji 29th Jan. Flour—DODWELL & CO., LTD.

FEB. 2. HINDUSTAN, British str. 1,238. F. Littlehales, Hongkong 28th Jan. General—DODWELL & CO., LTD.

FEB. 2. MARIE JENSEN, German str. 1,771. H. Biedixen, Singapore 24th Jan. Rice—JENSEN & CO.

FEB. 2. NASHAN, British str. 1,290. Stovell, Saigon 28th Jan. Rice—BRADLEY & CO.

FEB. 2. PHRANANG, German str. 1,101. M. M. Goldsack, Bangkok 24th Jan. Rice—BUTTERFIELD & SWIRE.

FEB. 2. SISHAN, British str. 845. A. Jones, Saigon 28th Jan. Rice—BRADLEY & CO.

FEB. 2. TALER, German str. 839. Michael E. Soutar, 22nd January, Sugar—MEYER & CO.

FEB. 2. VERONA, German str. 3,038. H. N. Spiers, New York 13th Nov. General—CARLOWITZ & CO.

FEB. 2. ZAFIRO, British str. 1,611. R. Rodger, Manila 31st January, General—SHEDWAN, TOMS & CO.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

2nd February.

3rd February.

APENRADE, German str. for Hoihow.

BENEDI, British str. for Singapore.

CARL DIEDERICH, German str. for Haiphong.

HAIYANG, British str. for Canton.

LODSEN, Norwegian str. for Canton.

SABINE RICHMANN, British str. for Palembang.

DEPARTURES.

1st February.

HIKOSAN MARU, Japanese str. for Kuchinozato.

LEXFELD, British str. for London.

GLENFALLOCH, British str. for Amoy.

HANTANG, British str. for Canton.

LODSEN, Norwegian str. for Canton.

MALTA, British str. for Shanghai.

VESSELS IN DOCK.

2nd February.

ABERDEEN DOCKS.—Plaides, Linth, Tion.

KOWLOON DOCKS.—H.I.G.M.S. Ilio, Kins-

shan, Vigilante, Heinrich Menzell, Compagnie

Filipinas, Sherman, Empress of India, Sung-

kiang, Tion.

SEMPOLITAN DOCK.—Mausung, Petcha-

thuri.

HIGHLAKES CHRISTMAS CAKES, decorated ... from \$1.00

Plain Christmas Cakes ... 60¢

German Sand Cakes ... from \$1 to \$5.00

Assorted Pastry Cakes ... per dozen 60¢

Scotch Buns ... from 15¢ to 25¢

Frederick Stollen ... 20¢

Mince Pies ... per dozen 24¢

Chicken and Ham Pies ... from 30¢

Chicken and Ham Patties ... 24¢

Game Pies ... from 50¢

brisé Pies ... from Order

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Hongkong, 14th January, 1903. [117-1]

VESSEL'S NAME

FLAG & RIG

BERTH

CAPTAIN

FOR FREIGHT APPLY TO

TO BE DESPATCHED

TODAY.

TOMORROW.

THE DAY AFTER.

THE DAY AFTER TOMORROW.

THE DAY AFTER THE DAY AFTER.

THE DAY AFTER THE DAY AFTER TOMORROW.

THE DAY AFTER THE DAY AFTER THE DAY AFTER.

THE DAY AFTER THE DAY AFTER THE DAY AFTER TOMORROW.

THE DAY AFTER THE DAY AFTER THE DAY AFTER THE DAY AFTER.

THE DAY AFTER THE DAY AFTER THE DAY AFTER THE DAY AFTER TOMORROW.

THE DAY AFTER THE DAY AFTER THE DAY AFTER THE DAY AFTER THE DAY AFTER.

THE DAY AFTER TOMORROW.

POST OFFICE NOTICES.

The *Amans*, with the French Mail of the 9th ult., left Singapore on Monday, the 2nd inst., at 6 p.m., and may be expected here on or about the 6th December. This Packet brings replies to letters despatched from Hongkong on the 6th instant.

The *Prussia*, with the German Mail of the 9th ult., left Singapore on Sunday, the 1st inst., at 8 a.m., and may be expected here on or about Saturday, the 7th instant.

MAILS WILL CLOSE.

10 a.m. to 12 m.

Canton.....
Haiphong.....
Swatow, Amoy and Foochow.....
Maula.....
Maula.....

SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.....
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....

Macao.....
Koloa.....
Singapore, Penang and Colombo.....
Shanghai.....
Nantao.....
Manila.....
Kuching and Samshu.....
Canton, Amoy and Anping.....
Singapore.....

EUROPE, &c., India via Tuticorin.....
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents).....

Straits and Rangoon.....
Moji.....
Sandakan.....
Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne.....
Manila, Cebu and Iloilo.....
Manila.....
Singapore, Penang and Calcutta.....
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma.....

EUROPE, &c., India via Tuticorin.....
(Late Letters 11.10 to 11.30 a.m. Extra Postage 10 cents).....

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Kobe and Yokohama.....
Singapore, Penang and Calcutta.....
Manila.....
Singapore, Penang and Bombay.....
Manila

TO-DAY.
Exterior meeting of the Hongkong Club, 5 p.m.
Regular meeting of Zetland Lodge, Free-masons' Hall, 8.30 for 9 p.m.

TO-MORROW.
Meeting of Hongkong Ice Co., Ltd., 12.30 p.m.
Sale, *Abrauer McNeil*, Sales Room, Messrs. Hughes & Hough, 2.30 p.m.
Pollard's *Liliputian* Opera Co., Theatre Royal, 9 p.m.

COMMERCIAL.

CLOSING QUOTATIONS

2nd February.

Bank Bills, on demand.....
Bank Bills, at 30 days' sight.....
Bank Bills, at 4 months' sight.....
Credits, at 4 months' sight.....
Documentary Bills, at 4 months' sight.....
P.M.s.....
Bank Bills, on demand.....
Bank Bills, at 4 months' sight.....
On demand.....

ON GERMANY.—
On demand.....

ON NEW YORK.—
Bank Bills, on demand.....
Credit, 60 days' sight.....

ON BOMBAY.—
Telegraphic Transfer.....

ON CALCUTTA.—
Telegraphic Transfer.....

ON SHANGHAI.—
Bank Bills, at sight.....
Credit, 30 days' sight.....
ON YOKOHAMA.—
On demand.....

ON MANILA.—
On demand.....

ON SINGAPORE.—
On demand.....

ON HAIKONG.—
On demand.....

ON SAIGON.—
On demand.....

ON BANGKOK.—
On demand.....

ON VENEZIA, Bank's Buying Rate, \$12.62

100 LEAS, 100 fine, per tael.....

ON SILVER, p.w.o. \$12.50

ON TAUZI.

3rd January.

Quotations are—Allowances not to 1 catty.

Malwa New..... \$380 to — per picul.

Malwa Old..... \$1020 to \$1040

Malwa V. Old..... \$1050 to \$1070

Persian fine quality..... \$700 to —

Persian extra fine..... to —

Patna New..... \$1026 to — per chest.

Patna Old..... to —

Baures Old..... \$1005 to —

Baures Old..... to —

VESSELS EXPECTED.

THE GERMAN MAIS.

The Imperial German mail steamer *Darmstadt* left Shanghai on the 31st ult., at 1 p.m., and may be expected here to-day, at daylight.

The Imperial German mail steamer *Preussen* left Singapore on the 1st inst., at 8 a.m., and may be expected here on the 7th inst.

THE INDIAN MAIL.

The Indo-China steamer *Kunmsang*, from Calcutta and the Straits, left Singapore for this port on the 29th ult., at 2 p.m.

The Indo-China steamer *Nansang* left Calcutta for this port via the Straits on the 1st inst., and may be expected here on the 18th inst.

THE FRENCH MAIL.

The M.M. steamer *Annam* left Singapore yesterday, at 6 p.m., for this port via Saigon.

2nd February.

ARRIVED.

Per *Diamond*, from Liverpool, Dr. Gilchrist.

Per *Zafiro*, from Manila, Mr. and Mrs. Greifkun.

Per *Misses P. Baum, F. Zum and B. Sacra*.

Per *Capt. H. K. Struve, Misses F. Ilagan*.

Per *J. A. Martin, F. Lindsay, A. Mengae, W. R. Baird, L. Friede, S. Arnold, N. Winter, J. J. McCatchen, R. Ilustre, R. Eippall and A. Blas*.

SAFETY.

SURGEON DENTIST.

NO. 10, D'AGUILAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 22nd September, 1902. [252]

JOINT STOCK SHARES

Hongkong, 2nd February.

COMPANY.	PAID UP.	QUOTATIONS.
Bank of Hongkong & Shai-	\$125	705, buyers London 265.
Natl. Bank of China	\$3	\$224, buyers
B. Sh. Shares	\$23	\$24, sellers
Bank of China	\$10	\$1, buyers
Chin-Hanco Co., Ltd.	\$10	\$25, sellers
China Light and Power Co., Ltd.	\$20	\$16.
China Prov. L. & M.	\$10	\$80, sellers
China Sugar	\$10	193, sellers
Cigar Companies	\$50	360, sellers
Philippine Tobacco Trust Co., Ltd.	\$50	300, sellers
Other Mills		
Two		Tls. 100 Tls. 40.
International		Tls. 75 Tls. 40.
Laon King Mow		Tls. 100 Tls. 40.
Sorches		Tls. 500 Tls. 100.
Hongkong		\$15, sellers
Dairy Farm		\$11, buyers
Penang & Co., Ltd.		\$50, sellers
H. C. Bunting		\$50, sellers
Hongkong & C. Gas		\$10, buyers
Hongkong Electric		\$10, 10, 8, & buy.
H. H. L. Tranway		\$25, 20, 15, 10.
H. K. Steam. Water-boat Co., Ltd.		\$10, 11.
Hongkong Hotel		\$50, 143.
Hongkong Ice		\$20, sellers
H. K. Wharf & G.		\$50, 108.
Hongkong Rope		\$10, buyers
H. W. Lock		\$205, buyers
Insurance		
Caston		\$1621, sellers
China Fire		\$28, sellers
China Trades		\$23, sellers
Hongkong Fire		\$50, 180.
No. 1 China Estates		\$24, 15, 10.
Union		\$10, 50, buyers
Yangtsze and Building		\$100, 150, ex buy.
Hongkong Land Inv.		\$100, 124, 112.
Charbonnages		Feb. 250 \$600.
Automobile		\$74, sellers
Penang		\$1, 12, 13.
Penang New Amoy Dock		18/10, 74, sellers
Crown Hotel, Manila		\$40.
Fowell, Ltd.		\$50, 390.
H. Robinson Piano Co., Ltd.		\$50, 394, buyers
teamship Cos.		\$50, nominal
China and Manila		\$25, 26, 25, nominal
Douglas Steamship		\$25, nominal
H. Canton and M.		\$25, 371, buyers
Indo-China S. N. & Co.		\$10, 380.
International Transport and Trading Co., Ltd.		27, £110.
Star Ferry		\$10, 223, sales
Teobor Printing Co.		\$51, 143.
United Asbestos Co.		\$8, nominal
Do.		\$8, 81, sellers
Universal Trading Co., Ltd.		\$10, 155.
Watkins, Ltd.		\$20, 221, sellers
Watson & Co., A. S.		\$10, 88, sales
		\$10, 13, sellers

VERNON & SMYTH, Brokers.

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